

Worksheet 1: recommend

recommend

Recommendations - Abbreviated workshop format		Most Savings	Most Revenue	Less Savings	Less Revenue	probable savings	probable revenue	One Time costs	Type of Estimate
YES - Recommend these cost/revenue changes:									
	Service cut: No 12:20 am Saturday*	\$3,000		\$1,500		3000		LOS = \$60k/hr/yr	
1	Electronic ferry ticketing system - limit no-pays, underpays		\$11,000		\$8,000		10000		Reasonable
2	Implement automated ferry ticketing system					5000		\$(30,000)	Reasonable
4	Reduce clerk and accounting time with elec.ticket database	??		??		10000			
3	Sell tickets on website	\$5,000		\$2,500					Rough
5	Transfer interfund receivables immediately		\$2,000		\$2,000		2000		Reasonable
6	Camera/DVR system on ferry - reduce investigation time (next)	\$(3,000)		\$(3,000)		-3000		\$(12,000)	Reasonable
7	Reduce Safety Specialist FTE from .25 to .10	\$28,000		\$14,000		25000			Reasonable
8	Go to single engine operation when schedule allows and (next)	\$40,000		\$26,700		35000			to be revised
9	Modify schedule so trips are at the same time every hour					0			
10	Reduce crew to Master and pursar for ½ hr engine start-up	\$2,000		\$1,500		2000			Rough
11	TOTAL "YES" REDUCED COSTS and INCREASED INCOME	\$75,000	\$13,000	\$43,200	\$10,000	\$77,000	\$12,000	\$-0	
TBD changes in costs or income									
12	cut service after 10:30 pm = \$69,000	\$69,000		\$33,400		\$42,000			
13	cut service midday = \$63,000	\$63,000		\$30,500		\$-0			
14	replace GB security service with cameras \$50,000								
15	keep security, no longer lease lot \$ 16,600	\$90,000		\$16,600		23000			
16	charge for GB parking \$18,000??		\$18,000		??				
17	Needs-based ped trips reduced with one HUD criteria		\$700		\$350				Reasonable
18	Needs-based vehicle trips reduced using HUD criteria		\$10,500		\$5,250		7000		Reasonable
19	Screening for needs-based tickets		\$(3,700)		\$(4,070)		-3000		Cost estimate by O.C
20	Drydock in April or October instead of September	\$(0)	\$7,000	\$0	\$3,500		7000		Unable to Scope
21	TOTAL "TBD" REDUCED COSTS and INCREASED INCOME	\$222,000	\$25,500	\$80,500	\$1,180	\$62,000	\$14,000		
Total for scenarios w/o ferry district		\$297,000	\$38,500	\$123,700	\$11,180	\$139,000	\$26,000		
22	Ferry District (all, or 2/3rds held for capital reserve)		\$192,000	rate at \$.75/\$1000					
23	OR county-wide: to achieve same amount, the rates would be		\$192,000	rate at \$.000161					

recommend

Recommendations - Abbreviated workshop format		Most Savings	Most Revenue	Less Savings	Less Revenue	probable savings	probable revenue	One Time costs	Type of Estimate
YES - Recommend these cost/revenue changes:									
Fare Classes Recommendation TBD									
45	Switch fare classes for trucks and trailers to deck space occupied (length), allowing for higher fare for longer vehicles to compensate for weight impact on dock and boat.								
46	Offer a limited discount for a quantity-purchase for multi-trip tickets on trucks and trailers.								
Structural Changes - need to define									
33	Establish ongoing Ferry Advisory Committee ; Could reduce PW non-accounting staff time				Would be variable year to year depending on assigned tasks.				
34	Revert to Captain-Master (Manager) ferry management structure				Dependent on both admin and crew costs				
35	Revise farebox/county 55/45 formula to enable best lifecycle value decision-making, and allow other sources of revenue				Would depend on formula				
Not mentioned for awhile - ????									
28	Whatcom County Visitor's and Convention Bureau should promote Lummi Island events, trips, sell memorabilia (?)								
29	Examine WA state practice of major rebuild at 30 yrs to extend life of boat beyond 50 yrs.								
30	WI-FI on island side dock area								
31	WI-FI on island side dock area								
32	Others that have dropped by the wayside???								
Will NOT Recommend - where do we mention and explain rationale?									
24	Sell naming rights for boat etc.; implement if significant revenue.					\$0	\$0		
25	Include Expiration Dates on punchcards (12 months suggested)					\$3,000	\$0	unable to scope	
26	Service cut: Sunday trip at 7 a.m.; would make 8 a.m. 1st trip					\$9,000	\$5,000		
27	Service cut: 5:40 am trip weekdays; would make 1st trip 6 a.m.					\$14,000	\$7,000		

recommend

Recommendations - Abbreviated workshop format		Most Savings	Most Revenue	Less Savings	Less Revenue	probable savings	probable revenue	One Time costs
YES - Recommend these cost/revenue changes:								
YES - Recommend these fare principles (fares to recommend not yet determined)								
47	Provide a sizeable discount on multi-trip tickets for pedestrians, cycles, and passenger vehicles.							
48	Pedestrian passage is free for those 18 and under.							
	End discounts for full-time students, those on Medicaid or those over 61 or disabled that qualify for state property tax discount							
49	Require use of punchcards or cash payment for current and retired ferry crew and families, and exempt vehicles except for ambulance, sheriff, and fire dept. (Punchcard distribution will be a benefit negotiated in union contract; will require other county departments to obtain punchcards or refund fare for employees.)							
50	Charge a separate fare for cycles (two-wheel motorcycle or bicycle) that is paid in addition to the passenger fare.							
51	From June through September single-trip ticket price is increased for single trip passenger and passenger vehicle tickets.							
52	All multi-trip tickets contain 20 trips; discontinue 10 and 25 trip tickets.							

Type of Estimate

recommend

Recommendations - Abbreviated workshop format		Most Savings	Most Revenue	Less Savings	Less Revenue	probable savings	probable revenue	One Time costs
YES - Recommend these cost/revenue changes:								
YES - Recommend: Actions to improve long term health of ferry fund - no immediate financial changes								
36	Develop long term capital asset management plan and update replacement costs in 14 year ferry plan.							
37	When docks need major maintenance, expand width to accommodate larger ferries			Potential reduction in long term system costs by ability to use other ferries.				
38	Consider purchase of ferry Christine Anderson when available from Pierce County							
39	Explore moving ferry fund assets to the enterprise fund. Provide a complete and transparent picture of the entity. Assets are in another county fund.			No direct fiscal impact but would allow better long term decisions				
40	Record MVFT revenue attributable to docks as separate revenue line item (account) in the ferry fund.							
41	Use Ferry Fund to balance multi-year economic cycles, and examine balances during biannual budget adoptions or on 4 year cycles			Longer term this would even out troughs and peaks in ferry fund balance				
42	Modify practices so fare revenues are recorded at gross, with applicable discounts recorded to contra accounts. (Currently these discounted or free fares are recorded at net: Students, Ferry employees, County vehicles, Needs Based, Lummi Nation, and all			With new fare technology, less than current LOE. Currently would require slightly more.				
43	Reclassify some expenses: Record the "ERR" fund in recognizable components such as fuel, drydock, etc. Review classification of "Professional Services" contractual expenses and report as recognizable service categories.			Increases cost transparency; may avoid time on questions; better response to fluctuating fuel prices				
44	Adjust ERR charges to Actual at year end - currently estimated costs are charged monthly.						END	

Type of Estimate